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LONDON OFFICE: 131, FLEET STREET, E.C.**The Daily Press.**

HONGKONG, JUNE 18TH, 1908.

YESTERDAY we quoted some interesting comments on the Manchurian market for foreign goods from the pen of Mr. Commissioner KUROSAWA of Dairen. In the same book, less than a dozen pages further on, Mr. Commissioner CHARLES at Newchwang offers opinions almost directly contrary, as to the consuming capacity of Manchuria. We cannot do better than quote the whole of his opening paragraph long as it is:

In the market reports and newspaper paragraphs which have appeared during the past year, and in the inquiries about trade in Manchuria which have reached the Commission of Customs, there has commonly been a note of impatience with Manchuria and with Newchwang that these exports of trade have not been fulfilled. It is true that everybody under-estimated the result of war, both the immediate effect and the after effect—the destruction of property, the interruption of work and business, the increased cost of living, which followed the occupation of the country by armies—and forgot that the time of business prosperity is not just after war has ceased. Manchuria is not recovered even so fast as the least sanguine expected, and has not been able to absorb rapidly the large quantities of goods imported in anticipation of great demand. All this may be admitted. Yet if it were possible to get statistics of all the goods imported through Dairen in the eight months between the closing of Newchwang in 1906 and the opening of the Dairen Customs in 1907, and combine them with the Newchwang statistics and the statistics of Dairen since July, it is probable that it would be found that Manchuria has purchased more than people think. But trade has not followed altogether the same route as hitherto. A considerable part of the cotton goods, yarn, and sugar, not to mention miscellaneous goods, have come from or through Japan instead of through Shanghai. It would seem wholly unnecessary to repeat that Newchwang is not the only port of entry into Manchuria and that its trade is not now a fair-index of the trade of the country, yet the Commissioner often receives inquiries based on the idea that there has been no change. The old order of things has disappeared. There are

now five ports having railway communication with the interior. Imports are no longer piled up at Newchwang to be worked off during the winter, nor are exports accumulated here for spring shipment. No doubt the saving of storage, insurance, and interest thus effected will benefit the consumer, but the change makes a great difference in the character of Newchwang trade. Car traffic for long distance transport has been superseded largely by railway carriage, and the latter by competition will become, if it is not now, cheaper. There are 17 places in the interior, technically called inland trade marts, viz., Moukden, Simmiao, Tiehling, Tungkiang, Fukien, Fengtung-cheng, Liacyang, Kwancheng, Kuan, Harbin, Ningkuta, Hunchun, Saning, Tatschar, Manchouli, Haier, and Aigun, to which duty-paid goods, both foreign and native, can be sent by boat, cart, or railway without further payment of duty. The railways have worked great changes; for without them new ports would have had no chance; and the changes are not yet complete for the railways will before long provide better facilities than they do now. The widening of the gauge of the South Manchurian Railway will assist its traffic, and of course the present inferior train service will be improved. The company plans to bring its lines 1½ miles or two nearer Newchwang than the present terminus at Miuchien, and has made its freight rates the same from Newchwang as from Dairen. The Imperial Railway of North China has shown itself a strong competitor, and while keeping rates down has yet made profit. The Chinese Eastern Railway is turning its attention to developing traffic, and Chinese merchants at Harbin are negotiating for a scale of rates from Shanghai to Vladivostock which will enable them to get cargo by that route reasonably. Incidentally it may be of interest to say that the distance to Harbin from Vladivostock is 485 miles; from Newchwang, 473 miles; and from Dairen, 615 miles; to Kwangtung, from Vladivostock, 635 miles; from Newchwang, 331 miles; and from Dairen, 615 miles. What is the conclusion to be drawn? All this will assist greatly the development of the country, and also mean that not in but several places will have a share in the result of that development. There must also be a change in the method of conducting business in foreign goods. Agents on the spot have become necessary. This is not an academic statement of the kind which irritates merchants as coming from someone who would teach them their business; it is the necessary consequence of competition in Manchuria instead of at Shanghai. There is no need to enlarge upon this. Three, at least, large corporations have proved its value. If a branch of trade is valuable, somebody will find it worth while to displace an article which nobly looks after. Japanese cotton cloth, in short lengths and narrow widths like native cloth would not have been imported to the extent it has been, to the injury of the native cloth trade, if it had not been pushed into the notice of buyers.

At Newchwang the business of the year has been disappointing, figures appended show a great decline in trade, especially in the import of native goods, from the previous year. For half the year business was very dull; by August it had begun to revive, and September and October increased the hope of good steady trade; but early in November occurred the failure of the large Cantonese firm, Tung Sheng Hoo, and four connected firms, with liabilities of some 4 million taels. The bankrupt had been engaged in all the kinds of business which the port offers; he was a manufacturer of bean oil and beansacks; an exporter of grains, beansacks and cake; an owner and charterer of ships; an importer of piece goods, yarn, sugar, and flour; a banker; a speculator in land sites. The best authority states that his books had not been made up, for nine years, a length of time which includes the Boxer year and the Russo-Japanese war. He could not have gone on so long by spreading out in so many directions but for the facilities which the "transfer" system of banking offers. In the opinion of many this failure gave a striking demonstration of the unsoundness of the system and afforded a good opportunity to suppress it. Some efforts have been made to press this view on the Chinese officials; but it is fair to add that opinion is not unanimous on the abolition of transfer money, and there are those who hold that we have witnessed only an abuse of credit. At the same time it is not denied that a system which lends itself so readily to abuse is dangerous. For a while the failure brought business to a standstill. The local authorities issued a notice urging merchants not to part with their money, and though this was explained later on to mean a warning against creating a surplus of ready money by shipping it to other places it was understood to mean that nobody was to make payments or advance money. For some days no business of any kind was done. Ships lay idiom in the river; charterers could not pay for the charter money; shippers could not pay for produce already bought, nor could they find ready money to pay duty on purchases already paid for. An arrangement was soon made by which the guilds guaranteed debts, and that difficulty was removed. Presently money began to arrive from other places, and the wheels of business revolved once more. A promise of government assistance to the "bankrupt's" available assets aided in restoring confidence. Naturally the affair created great distrust and was a serious blow to the port's prospects; and there is no reason to suppose that business, taken as a whole, is not on a sound footing. All China is suffering from the inevitable reaction after a period of prosperity. That in all probability is a greater cause of difficulty than local conditions, though these Newchwang has had its share to contend with. But the conditions produced by war have about passed away, and 1908 should prove a fairer test than the year just passed. The country is prosperous, except for a dip running east and west, roughly Tieling for its centre. The crops for the past season have been good. At present, it is true, no new lines of trade are opening up which will benefit the port, and the opinion of those best qualified to judge is that the old channels will probably moderate prosperity in spite of the competition of other ports.

We need not comment on these opposing views, further than to suggest that both commissioners may be right in their several ways. Mr. Kuroswa gives figures in support of his opinion, and Mr. Clark goes some way with him. Probably Manchuria will before long be buying more foreign goods than Mr. Kuroswa suggests, while it is in every way likely that it will exceed in quantity the imports of the "Rowan." The ex-servant received \$300 and \$175 was distributed among the crew. A sampan crew also received \$25 in recognition of their services on the same occasion.

An insurance journal to hand deports considerable space in its columns to the annual meeting of the Commercial Union Insurance Company, "Limited"—of which Mr. W. Trenchard Davis is the Hongkong agent—and also in a lead point to the greater expansion of this company in spite of those catastrophes which emphasise the hazard and the necessity of insurance. The fire department shows an increase in premiums during the last year amounting to £52,810, the life department £45,583, the marine department showing a rise in premiums of £13,610, and in the accident department there was a balance to the good of £69,374.

At Tientsin, Mr. Commissioner Mazzini is not so much cognisant with Manchuria as one would expect. He reports an unprofitable year, due to excessive speculation and long credits with overstocking, and bad

markets for Tientsin exports. The depreciation of the copper coinage lessened the demand for foreign goods, and though Mr. Mazzini does not like to say so outright, it is clear that he recognises the suicidal methods of the provincial mints. This over-issue of copper currency for immediate profits punishes the poorer classes severely. There is an interesting reference to the introduction of the thin end of the wedge of popular representation at Tientsin, but so far the new municipal government does not seem to have made much progress. The net value of Tientsin's trade is put at Tls. 96,778,936, and that of Chinwangtao at Tls. 5,238,870.

Chofoo, according to Mr. Commissioner UNWIN has become a secondary port serving a restricted hinterland. Here again we find references to overtrading, due to too sanguine expectations following the war. Unstable currency and a glutted market had sad results. The net value of the trade fell from thirty-nine million taels in 1905 and thirty-four millions in 1906 to Tls. 28,646,513.

Mr. Commissioner OHLMER of Kinoshwa also refers to the depreciation of copper coins as causing a set-back to the import trade, another factor being the absence in this district of subsidiary currency under the face value of ten-cent. In two years the export trade of Tsingtau has increased nearly 75 per cent, until now about half the value of its imports. The net value is put at Tls. 28,637,889.

At noon yesterday the plague total was 739 cases, another fifteen having been added.

The steamer "Hoi Sang" has been purchased by the Hongkong, Canton and Macao Steamboat Company for the Macao run.

A match between the Police and the Civil Service Bowling Club will take place on the ground of the former on Saturday afternoon.

A verdict of death from natural causes was returned at an inquest at the Magistracy yesterday on the body of a Chinaman, who died in Victoria Gaol whilst undergoing a sentence of ten weeks' imprisonment.

The late Mr. Stewart Clark, thread manufacturer of Paisley, who was a Director of Messrs. J. & P. Coats, Ltd., and also of Messrs. Clark & Co., and of the Scottish Widows' Fund Life Assurance Society, has left £2,000,000 sterling.

The total number of spindles at work throughout the world have been estimated at 118,000,000, of which number about 51,000,000 are in Great Britain, 9,500,000 in Germany, 27,000,000 in the United States, 6,500,000 in Russia, and 7,000,000 in France. The number of spindles in course of erection and proposed to be transferred to the spinning of cotton is about 42 million. The expected increase in Germany is 2½ million, and in Austria 500,000.

Yesterday two Chinese were brought up at the Magistracy on a charge of having caused the death of a compatriot the previous evening by pushing him over the verandah of a house in Des Vosse Road West. The unfortunate man fractured his skull and broke his legs. He died soon after his admission to the Government Civil Hospital. The men apparently had a dispute over money, the deceased having that day collected \$150. The defendants were remanded.

According to trustworthy reports from Kabul, the Amir has issued stringent orders against the preaching of a Jehad (holy war), the penalty for which is to be the tearing out of the offender's tongue. Any of the Amir's subjects leaving Kabul to join in the fighting are to lose their feet. Certain men have already been cast into prison. Urgent orders have also been sent to Jeftalabad to stop the sale of guns and cartridges to the tribes.

The "Mishima Maru," which was launched at the Kawasaki Dock on the 17th April, is one of the Nippon Yassei Kaisha's new fleet of six vessels each of 8,800 tons and 16 knots. A sister ship, the "Firano Maru," was also launched on the 21st from the Mitsubishi Shipyard at Nagasaki. These six ships will be placed on the Nippon Yassei Kaisha's European line, the vessel now on that service being transferred to the Pacific.

Yesterday at the office of the Hongkong, Canton and Macao Steamboat Company, the secretary, Mr. W. E. Clarke, on behalf of the company, presented a proforma order to the captain and crew of the launch "Kai Shan" for their services in life saving at the wreck of the "Rowan." The ex-servant received \$300 and \$175 was distributed among the crew. A sampan crew also received \$25 in recognition of their services on the same occasion.

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Unfurl the Empire standard, and sing aloud to-day.

One great glad song of triumph that echoes far away.

"For God, for King, for Country," we pledge ourselves to be

True servants of our Empire, in strength and unity.

Many bishops have expressed the desire that

the hymn should be sung on Empire-day throughout their dioceses.

The Board of Trade Journal quoting from the report of the British Embassy at Tokyo

says that over £2 million sterling have been spent on the Imperial iron foundry at Wakematsu which is unable to compete with foreign imports of steel and iron owing to the higher cost of production. The Director of the foundry states that he is waiting till the lapse of the conventional tariff in 1911, when it will be possible to levy suitable duties. The iron to a large extent comes from China from the large Tashib iron mines 70 miles below Hankow on the Yangtze. These are worked by Japanese under a 30 years agreement, and are extremely rich in iron which averages 65 per cent. of iron, 150,000 tons of it go annually to Japan and about half that to some Chinese iron works.

In the presence of the Emperor and Empress on May 15th a statue of William the Silent, Prince of Orange, was unveiled in front of the Castle at Wiesbaden. In a stirring speech the Kaiser referred to the great intellectual qualities, noble character, and heroic sentiments with which Prince entered upon the struggle of his life for his faith, true to his motto "Je maintiendrai." The Emperor also spoke of the prince's services in freeing the Netherlands from oppression of the Duke of Alva and in laying the foundation of Dutch independence. "To him whose ship of life," concluded his Majesty, "was once in distant lands rocked by wild waves, this statue shall be dedicated here at the gentle founts of his homeland as a lasting memorial, and may his compatriots of Nassau ever preserve it in faithful keeping."

More than forty submarines have been built to the order of the British Admiralty by Vickers, Son, and Maxim at Barrow, they holding the patent rights in this country for the production of the vessel of the Holland type, the only type that has found favour with the Admiralty. Up to now craft with one torpedo tube and one propeller have satisfied. Last month a new vessel, which is a most important step in the design and construction of these vessels, was launched at Barrow. She is larger and more powerful in every way, and is entirely different in design. She is said to have four torpedo tubes and twin screws. Apart from being longer than her predecessor she will have more room, for fitted on each side are two torpedo-shaped structures extending half the length, looking like small submarines, and these it is expected are to be used for trimming tanks. If this class is successful there will be no other vessel of the submarine class to compare with her. Her building has been most carefully protected from curious eyes, and all men engaged in her construction have been sworn to secrecy. She now lies alongside the fitting-out wharf, and is protected by high boarding from those employed on other work in the yard, while on the dock side there is a high pontoon. As soon as she is completed she will have her compass adjusted and will be put through some severe tests as regards diving, trimming, speed, and torpedo firing.

CRINOLINE STROLL.

ACTRESS WINS A £100 WAGER.

In the pelting rain, a diversion was occasioned in Oxford-street one afternoon last month. The skis were weeping their bitter tears when an early Victorian carriage, half-hitched and drawn by two pure-bred ponies, drove up outside Peter Robinson's and out stopped a prim and nearly-coiffured little lady of the Cranford Jane Eyre Emma period.

She was vastly entranced, and over her head, which she managed with sufficient deftness to display a white stocking above her low-heeled shoes, was stretched a violet gown of poplin. It turned out that this daring dame was really an ornament of the variety's age—Miss Milly Payne—a clever impersonator of the genre "gamin"; and that she was parading the West end in the clothes of her great-grandma! to win a bet.

A gentleman had wagered £100 that Milly would not dare to do what she did. Later on in the afternoon she did even more; she paraded the rain-swept, puddly, deserted Bow, much to the delight of her mate and the surprise of those bards who happened to be out. At the sight of the bairds' bustle they fled instantaneously.

GERMANY'S COLONIES.

HERB DERNBURG IN LONDON.

Herr Dernburg, the German Secretary of State for the Colonies, who was in England on his way to South Africa, was received in audience by His Majesty the King at Buckingham Palace.

Herr Dernburg, who accompanied by Dr. Rathenau and Count Henckel von Donnersmarck, sailed from Southampton on board the Kenilworth Castle, availed himself of his stay in London to see various Cabinet Ministers and the leading officials of the Colonial office. He also came in touch with gentlemen interested and experienced in Colonial affairs, and obtained valuable and interesting information for his impending visit to South Africa, which is chiefly undertaken by him for informative purposes. Herr Dernburg, who is known to consider Colonies as a commercial proposition, wishes to derive profit from the experiences gained in the British South African Colonies. He will therefore proceed from Cape Colony to Natal, the Orange River Colony, and the Transvaal and Rhodesia, to study the mode of administration and organisation of these Colonies and to personally inspect the institutions and establishments founded for their advancement, for which purpose all facilities will be given to him by the local authorities.

TELEGRAMS.

[BRITISH SERVICE.]

THE GERMAN NAVY LEAGUE.

LONDON, June 15th.

At the annual meeting of the German Navy League, held at Danzig, it was

resolved to oppose the participation in party politics of the elected new executive; but the proceedings were carefully arranged to keep the split following on the late executive's opposition to the centre candidates elections.

The Governor of the province conveyed

the wish of the Government that the league

should not be dissolved, but consolidated

on non-party lines. His Imperial Majesty

NOTICE.

Communications respecting Advertisements, Subscriptions, Printing, Binding, &c., should be addressed to DAILY PRESS only, and special business matters to THE MANAGER.

Advertisements and Subscriptions which are not ordered for a fixed period will be continued until countermanded.

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Hongkong, 26th May, 1908. 869

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LAU SHU CHEUK,
UN LAI CHUEN,
General Managers.
Hongkong, 27th May, 1908. 970

NOTICE TO CONSIGNEES.

THE P. & Q. S. N. Co.'s Steamer
"SOCOTRA,"
FROM ANTWERP, LONDON, MALTA
PORT SAID, SUEZ AND STRAITS.

Consignees of Cargo by the above-named vessel are hereby informed that their goods are being landed and placed at THEIR RISK in the Hongkong and Kowloon Wharf and Godown Company's Godowns at Kowloon, where each consignment will be sorted out, Mark by Mark and delivery can be obtained, as soon as the Goods are landed.

Optional Goods will be landed here unless instructions are given, to the contrary within 6 hours.

Goods not cleared by the 23rd inst., at 4 p.m., will be subject to rent.

No Fire Insurance will be effected by me in any case whatever.

Damaged packages must be left in the Godowns for examination by the Consignee's and the Company's representatives at an appointed hour. All Claims must be presented within ten days of the steamer's arrival here, after which date they cannot be recognised. No Claims will be admitted after the Goods have left the Godowns.

F. J. ABBOTT,
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Hongkong, 17th June, 1908. 1

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MRS. GILLIANDERS
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2 & 4, KENNEDY ROAD,
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THE Latest Method of the AMERICAN SYSTEM of DENTISTRY.
33, QUEEN'S ROAD CENTRAL.
From the University of Pennsylvania, U.S.A.
Hongkong, 17th April, 1908. 477

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NEW SUMMER GOODS,
All Varieties, Most Reasonable Prices.

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25, Queen's Road Central,
Under Hongkong Hotel.
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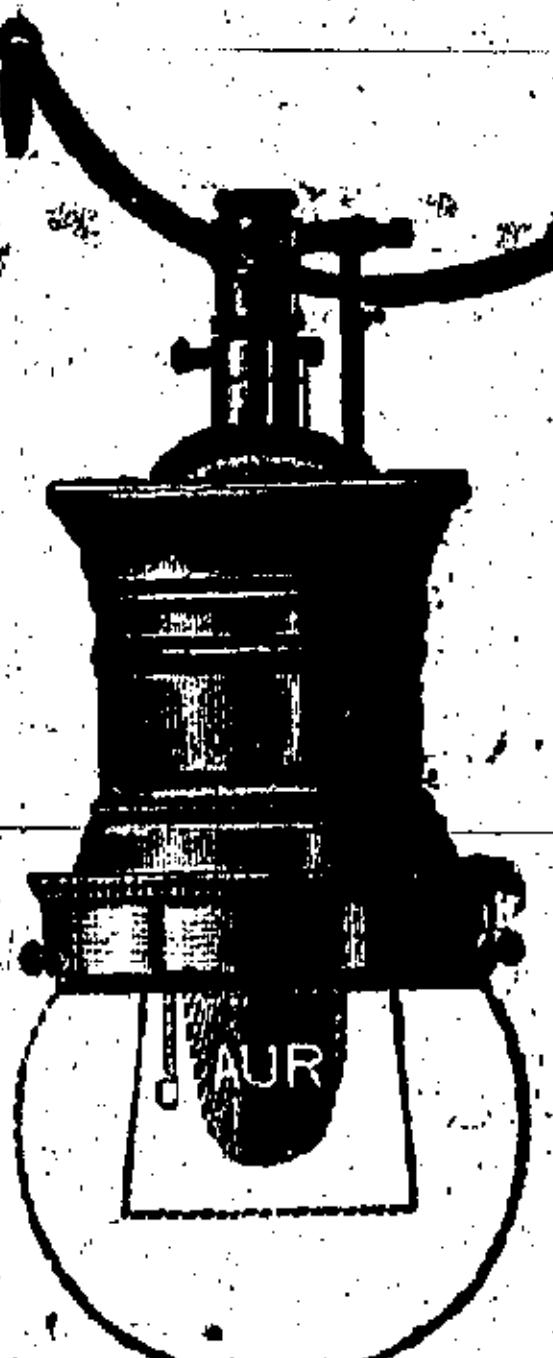
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THE BURNING
QUESTION FOR EVERY
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REMEMBER, THERE IS

NO LIGHT SO GOOD OR SO
CHEAP AS THE BRITISH-
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This
WELSBAKH
LIGHT IS
LIGHTEST.
See the
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"AUR."

Welsbach

The Welsbach guaranteed Gas burners, with Mantles of Welsbach Manufacture and Welsbach Artistic Fittings, make Welsbach not only the lightest but most beautiful of all lights.



THE WONDERFUL WELSBAKH GAS BURNER No. 3. will give you a 75 candle power light at a lower gas consumption than any other burner in the world.

THE MANTLES to use with it are Welsbach "O" or "CX." The light standard of these Welsbach-made Mantles is lightest, and the fabric is strongest. There are no Mantles so good as Welsbach."

Apply for particulars and catalogue of British-made Welsbach Mantles, Burners and Fittings to the Sole Agents of the Welsbach Incandescent Gas Light Co., Ltd., London

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As an additional protection, all purchasers of BORDEN'S "EAGLE" BRAND MILK are requested to note that every tin of same bears the signature of GAIL BORDEN, the original manufacturer, on the label. BORDEN'S "EAGLE" BRAND MILK has the enviable reputation of being the milk par excellence and without a rival in point of view of quality and purity.

Owing to BORDEN'S special and exclusive process of manufacture both their "EAGLE" and "GOLD SEAL" Brands are specially recommended for use in tropical climates, they being guaranteed to keep better than any other Condensed Milk offered to the public.

For BORDEN'S CONDENSED MILK CO.,
CONNELL BROS. COMPANY,
Sole Representatives in Hongkong.

Hongkong, 23rd May, 1908.

888

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IRON, STEEL, METAL AND HARD
WARE MERCHANTS. Wholesale
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keepers and Shipchandlers, 35 & 37, HING,
LOONG STREET, (2nd Street, west of Central
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APIOL & STEEL
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A French Remedy for all Irritations. Thousands of
signs of my Irrigation of the System a daily dose may be
of great service. Those who have been recommended them, hence their
success. At the Chemist's, Dr. MARTIN, Clerkenwell, LONDON, ENGLAND.

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MATICO
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Removed Physician prescribes Grimaud's Matico as the most active and at the same time the most
inoffensive remedy in the treatment of Acute and
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do not cause eruptions on the skin or produce nausea.
MATICO INJECTION is used in recent
MATICO CAPSULES in the more chronic cases.

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OLD VAT

PER CASE
SINGON & CO.

THIS VAT WAS STARTED BY THE LATE ROBERT THORNE
OF GREENOCK AND HAS BEEN SOLD AS IT IS SINCE 1851.

SCOTCH WHISKY.

SOLE AGENTS IN

HONG KONG, CHINA & MANILLA.

A. S. WATSON & CO. LTD.

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GRIMAU & C° INDIAN CIGARETTES
For Asthmatic people who suffer from
OPPRESSION in breathing, BOASSENESS,
AND BRONCHITIS, INSOMNIA, and DIFFICULTY
in EXPIRATION.

Grimau & C° Cigarettes render the respiration easier, cut short the paroxysms, and remove the feeling of tightness across the chest.

GRIMAU & C° PARIS
Sold by all Chemists.

AN IMPERIAL PROBLEM.

COTTON WITHIN THE EMPIRE.

Among the economic problems entitled to rank as Imperial there is none more worthy of the attention of statesmen than that of the cultivation of cotton within the British Empire. Within recent years the dependence of our greatest textile industry on the United States for the supply of its raw material has awakened well-founded misgivings among the more far-sighted merchants and manufacturers in Lancashire. Self-help is the pivot of our industrial system, and Lancashire has shown its willingness to help itself by the formation of the British Cotton Growing Association—a co-operative organisation which has already done much to encourage the cultivation of cotton in different parts of the Empire.

But as the problem is an Imperial, and not merely a local one, the Government has recognised that it has a duty and a responsibility in the matter. The measures initiated by Mr. Chamberlain during his memorable tenure of office as Secretary of State for the Colonies, have been continued and developed under his successors, and much valuable work has been done by the Government through the instrumentality of the Imperial Institute and mainly through the Scientific and Technical Section.

Four years ago a report prepared by Professor Wyndham Dunstan, the director of the Institute, on "Cotton Cultivation in the British Empire and in Egypt" was presented to Parliament, and since that time the quarterly "Bulletin" of the Institute has testified to the constant and unmitting attention which has been given to the subject by the technical staff, and to the increasing extent to which the Colonial Administrations have availed themselves of the services of the Institute. Note that the anomaly by which the Imperial Institute—an organisation mainly concerned with the development of the resources of the Colonies—was placed under the departmental control of the Board of Trade, has been removed, and the organisation has been brought into direct relation with the Colonial Office; there can be no doubt that its sphere of usefulness will be widely extended and that the Empire will derive direct and immediate benefits from the change. The further series of "Reports on the Quality of Cotton Grown in British Possessions," prepared by Professor Dunstan, which have just been presented to Parliament, furnish conclusive proof of the value of the work which the Institute is doing. Samples of cotton have been examined from no less than twenty-nine different sections of the Empire—in Europe, Asia, Africa, America, and Australasia—the total number of samples which have been examined and reported on being no fewer than four hundred and forty-nine, all of which, it is stated, are now to be seen in the Public Galleries and Sample Rooms of the Imperial Institute. Nor must it be supposed that the value of the work done can be estimated by the value of the separate reports furnished to the individual Colonies. The Imperial Institute is, in fact, a scientific and technical clearing-house, where the experience gained in one Colony is passed on to all the other Colonies, so that not only can methods which have proved successful in one Colony be tried in other Colonies where similar conditions prevail; but what is of at least equal importance, the failures and mistakes made act as a warning to others.

Already Professor Dunstan has found it possible, from a study of the work accomplished by the Institute and by the British Cotton Growing Association, to lay down certain general propositions which may now be regarded as provisionally established. In the first place, whilst advocating systematic trials of foreign cottons, he thinks it is clear that "the best chances of success lie in most cases in the improvement of native cottons." The different varieties of plants from which the world's supply of cotton is derived are all cultivated, and while experience has shown that a first crop, good in quality and quantity, may often be obtained from imported seed, there is a decided tendency for the plants grown under different conditions of soil and climate to degenerate or revert towards their original type, especially under new conditions and primitive cultivation. In Egypt, Professor Dunstan points out, the success of cotton cultivation is principally due to "systematic cultivation" and hybridisation of plants native to the country; while the successful revival of cotton growing in the West Indies equally demonstrates the truth of his general proposition. That successful revival, according to Professor Dunstan, "is largely due to the fact that the cotton to which attention has been given is the Sea Island variety, which, although taking its name from islands on the coast of the Southern States of America, where it has been successfully grown in recent years, is stated to have been cultivated long previously, if it did not actually originate, in the West Indies, and is, therefore, known to be suitable to the conditions of West Indian soil and climate." On the other hand, certain varieties of American cotton or an American native hybrid seem likely to do well in Uganda, Nyasaland, and the Transvaal.

Among the negative results obtained is the demonstration that certain varieties of American upland cottons are apparently not suitable for some of our African Possessions, which may, nevertheless, yet be destined to become great sources of supply for the Lancashire mills. Whether other varieties are suitable, or can be utilised by hybridisation with native plants in a less advanced stage of cultivation, is a matter which can only be determined by careful experiments, and accordingly Professor Dunstan insists that if satisfactory progress is to be made it is necessary that "plant-breeding experiments should be conducted on some definite plan." He recommends the trial, among others, of Mendel's method, but adds the very necessary warning that "such experiments are not likely to be successful unless they are conducted under the supervision of scientifically-trained men who are familiar with the details of the method, and also have previously directed special attention to the problems of plant-breeding." Here would seem to be a sphere of action specially marked out for the co-operation of the Imperial Government, through the establishment of efficient Agricultural Departments in connection with the local Administrations, and especially those which are desirous of establishing cotton cultivation on a secure and permanent basis.

On one other point of primary importance Professor Dunstan has arrived at a definite conclusion of the greatest interest. "Since," he says, "African cotton-growing must for the most part be carried on as a native industry, it cannot be too strongly urged that every encouragement and facility should be given to the improvement of native cultivation, both by direct instruction and advice to the farmers, and also by demonstrations at selected centres of the results of systematic experimental work."

It is to West Africa—and in West Africa, more especially to Northern Nigeria—that we must apparently look for the production of a type of cotton suited to the needs of the Lancashire manufacturer, and in sufficient quantities to make him, if not independent of, at least less dependent on, American supplies. And in connection with West Africa Professor Dunstan offers some observations which are deserving of the most careful consideration.

"The extent," he says, "to which cotton-growing will be resorted to by the natives obviously depends on several factors, of which the most important are the price which can be offered, and the competition of other occupations and of other agricultural crops. The collection of palm kernel and the preparation of palm oil in West Africa is so easy and remunerative an occupation that it is at present useless to attempt to introduce cotton cultivation in the palm-oil regions of that country. Moreover, it must not be overlooked that cotton cultivation is one of the higher forms of tropical agriculture, and its successful pursuit calls for qualities which are not always to be found in the West African native, who frequently prefers the simple and, at least, equally profitable occupation of growing the food stuffs of life." Fortunately the growth of certain food-stuffs may be carried on in rotation with cotton, and the extended adoption of this practice is to be recommended. In fact, cotton cultivation will have to be made a part of general agricultural practice if it is to become a permanent industry. The steps which are now being taken by Government to teach the natives of West Africa better agricultural procedure must therefore exercise an important influence on the extension and improvement of cotton cultivation. What is urgently needed in addition are the systematic experiments in improving native cotton, which can only be successfully conducted on scientific lines and by trained specialists."

To all who are directly interested in the cotton industry, the abstracts of the detailed reports made to Government which form the bulk of the new White Book will prove of practical value; but Professor Dunstan's introduction makes an appeal to a much larger class, since it deals, on large lines, with a problem which intimately affects one of the greatest industries on which our national prosperity so largely depends.

LATEST STEAMER MOVEMENTS.

The Glen Line ste. *Glenstav* from London, etc. left Singapore on the 15th inst. and may be expected to arrive here on the 22nd inst.

The Bon Line ste. *Benteli* from Antwerp and London, left Singapore on the 17th inst. for this port.

The C.P.R. ste. *Monteagle* arrived Nagasaki at 4 a.m. on Wednesday, the 17th inst., and left again at 5 p.m. same day for Shanghai, where she is due to arrive 5 a.m. to-morrow.

The C.P.R. ste. *Empress of Japan* arrived Yokohama at 8.30 p.m. on Tuesday, 16th inst., and left again at noon Wednesday for Kobe, where she is due to arrive at noon to-day.

The Boston S.S. Co. ste. *Shawmut* left Kobe via Ports.

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